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NEWS BY TELEGRAPH:

**The Awful Ravages of the Yellow Fever.**  
**FRIGHTFUL MORTALITY AT NEW ORLEANS.**  
 LOUISVILLE, August 24, 1853.

A private despatch from a reliable source says that the number of deaths from yellow fever at New Orleans, on Saturday, was over three hundred and fifteen and that yesterday they amounted to over three hundred.

AND NATCHEZ.  
LOUISVILLE August 24, 1855.  
A Sewpatch just received from Jackson says that yellow fever is prevailing to an awful extent at Vicksburg and Natchez, and everybody who can possibly leave these cities is doing so.

RELIEF FOR THE NEW ORLEANS SUFFERERS.  
CINCINNATI, August 24, 1852.  
The Cincinnati subscription for the relief of the New Orleans sufferers now amounts to nine thousand dollars.  
NASHVILLE, August 24, 1852.  
The collections here in aid of the New Orleans sufferers

From Washington City.  
THE SAN FRANCISCO CUSTOM HOUSE AFFAIR.  
SPECIAL CORRESPONDENCE OF THE NEW YORK HERALD.  
WASHINGTON, August 24, 1882.

Mr. T. Butler King, Jr., seems to be under the impression that your special Washington correspondent is responsible for Mr. F. Ward's telegraph letter in Tuesday's **RECORD**. The letter shows on its face it is Mr. Ward's. Our correspondent is not in the habit of writing about matters of which he has no knowledge. X. Y. Z.

**The Ohio Democratic State Convention.**  
DEMOCRATIC NOMINEE FOR LIEUT. GOVERNOR.  
CINCINNATI, August 24 1882.  
The Ohio Democratic State Convention met to day, and  
nominated James H. Myers, of Toledo, for Lieut. Govern-  
or.

**Maine Law Discussion in Columbus.**  
THE TERTOTALLERS OUTVOTED.  
COLUMBUS, August 24, 1883.  
The Maine law was discussed here to-day by Dr. Jewett, Mass., in favor of the law, and G. J. Beebe, of Middle-

wn, in opposition. Several thousand people were in attendance, and the Maine law folks were badly routed. A vote at the close resulted in a majority of three to one against them.

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**The Military Encampment at Onondaga.**  
SYRACUSE August 23, 1853.

The military encampment is progressing very satisfactorily. Six companies are on the ground from Rochester, several from Oswego, Cortland, and Canastota, making in all twenty companies, and more are expected tomorrow. The camp is thronged with visitors, and presents a lively appearance.

**Destructive Fire at Kingston, New York.**  
KINGSTON, August 24, 1888.  
A destructive fire occurred here this morning, in North  
mont street, entailing a loss of \$8,000, which is mostly  
guared in home companies. The following are amongst

**The Weather and River at Cincinnati.**  
CINCINNATI, August 24, 1853.  
The weather here is pleasant, and the city is unusually

**Colonial Telegraphic Movements.**  
[From the Halifax Chronicle, Aug 16.  
We have been favored with the following extract from

letter, dated 23th July, from a gentleman travelling in the district of Placentia, respecting the progress of an enterprise from which much benefit to the material and social interests of this colony may be anticipated:—

"I made a trip last week to Come by Chacon, to see the progress of the telegraph road and found Mr. Glasborne, a young man, by whom I was very courteously received, and who took every pains to give me all the infor-

tion in his power. They are making from a half to one quarter of a mile per day. They have thrown a most substantial bridge, upon two wharves, across the river in that place. By Saturday next I expect they will have reached North Harbor river. The men appear on the very best terms with their employers, and are as happy and well satisfied as ever I witnessed a large number of persons engaged upon any public work of the kind.

ore so; and without doubt their road is a striking proof of improvement over the scandalous expense and humbug of any of the other roads I have seen in this district, even over the one between the two Placencias."

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**Marine Affairs.**  
**TRIAL TRIP OF THE NEW STEAMSHIP AMERICA.**

This new American steamer, built by Mr. Wm. H. Brown, made her trial trip on Monday last, with about fifty invited guests. We are enabled to present to our readers a correct account of "the qualities of this new specimen of American naval architecture. The America is about one thousand tons burthen, carpenters'

The following are her correct dimensions:—216 feet keel, 32 feet beam, and 18 feet depth of hold. The frame is built of white oak, chestnut, cedar, and locust, and apparently in a strong and workmanlike manner. She is

on diagonally braced. The size of the irons are four inches wide, by five eighths of an inch thick, and about twenty-five feet long, running from the turn of the bllg up to the plankshire, crossing at forty-five between the mams, where they are strongly riveted, also bolted into each timber of the frame. She is about 600 tons register.

The steamer is elegantly fitted up for three hundred passengers, and has upon deck a splendid dining saloon, firely separated from the sleeping apartments. She is owned by Mr. Brown. The engine is what is generally known as the American walking beam. It is of large proportions, and strongly built for marine purposes.

hinder, 50 inch, 10 feet stroke of piston; iron wheels, 4 feet in diameter, with a large supply of boilers, capable of furnishing 25 lbs. of steam. The engine worked smoothly, and averaged from 18 to 10½ revolutions during the whole trip. Her model is of the most approved shkon, and her interior arrangements have been per-

At 12 o'clock, noon, precisely, she started from the pier foot of Twelfth street, East river, and after rounding the Battery and running up the North river as far as Forty-second street, she was headed for the sea. In the course of these evolutions a fine opportunity was afforded for testing the new boat, and it was, this morn-

posed to her helm—turning almost as if upon her centre, and with a readiness and facility truly astonishing. The excursion was continued for about one hundred miles to the eastward, in hopes of meeting the Pacific, and after standing for about two hours to the southward, the steamer was headed for home, arriving at her pier at 1 o'clock the next (Tuesday) morning. During the whole time nothing occurred to excite the imagination.

A handsome collation received full justice at the hands of the guests, among whom were some of our public dignitaries and a number of our experienced shipbuilders and sea captains. Several ladies also added to the party.

The America is destined either for the Australia or California travel, and we expect hereafter to hear that she is a favorite wherever she goes.

... Glasgow, after a very short passage. She left Glasgow on the 10th inst. The passengers were delighted with the ship that they held a meeting, of which Capt. Cerriman, of the British army, was called to the chair, and E. Kelly, of New Orleans, Secretary. The following resolution was submitted by Rev. Dr.

...of Newark, New Jersey, and seconded by the Rev. Dr. Jeffrey, of Glasgow, and unanimously adopted:—That this meeting express their high sense of the gentlemanly bearing of Commander Craig, Dr. Thomas Alexander, and officers of the Glasgow; their appreciation of their moral worth, the experiences they have had of their kindness and uniform consideration for the comfort of the passengers; the opinion that, in view of the

**LAUNCH.**—The clipper ship San Francisco will be launched from the yard of Abraham C. Bell & Co.

**SALE OF SHOCCO SPRINGS.**—We learn that Shocco Springs, including the plantation, has recently been purchased from Mr. Samuel Calvert by the Messrs. Allston, at a cost of \$30,000. —Petersburg

(Pa.) Democrat, Aug. 25.